

CONFIDENTIAL

Approved For Release 2003/08/06 : CIA-RDP82-00457R010700360010-7

25X1	COUNTRY	Germany (Soviet Zone)	25X1
TOPIC Jueterbog-Altes Lager Airfield			
EVALUATION		see below	25X1
DATE OF CONTENT 27 December 1951 to 15 January 1952			
		25X1	
		DATE PREPARED 5 February 1952	
		25X1	
PAGES 2 ENCLOSURES (NO. & TYPE)			
REMARKS			
		25X1	
		25X1	
		DO NOT CIRCULATE	

REF ID: A66001

25X1

1. At 11:45 a.m. on 26 December 1951, two twin-jet aircraft circled over Jueterbog-Altes Lager airfield. (1) On 27 December there was formation flying by four IL-10s at 12:20 p.m., by three IL-10s at 12:30 p.m., and by four IL-10s accompanied by an IL-10 which towed a sleeve target at 12:45 p.m. On 29 December, an IL-10 towing a sleeve target was observed at 12:35 p.m.; nine exhaust trails were observed emerging from steeply climbing planes which flew over Damm heading north before flying in the direction of Altes Lager airfield at 12:40 p.m. (2) Three IL-10s circled over the field at 12:45 p.m., and six IL-10s practiced formation flying at 1:20 p.m. (2) Between 11:05 and 11:30 a.m. on 27 December, six biplanes practiced flying over the field.
2. On 4 January 1952, damage was observed on the taxiways but not on the runway which was provided with an underground drainage system. No such drainage system had been constructed under the taxiways allegedly because of a lack of funds. The damage, particularly at the joints between the concrete slabs, was caused by the fact that the material used for filling the joints and supplied by the Berlin Daununion had been used too sparsely. Moreover, the soil in Jueterbog is loamy sand. Large holes were formed in the 15-cm concrete cover. The construction project at Jueterbog had the designation W 30.

25X1

3. Between 1:30 and 3:45 p.m. on 15 January, 6 covered jet bombers which had no auxiliary fuel tanks and 2 single-engine planes with in-line engines were parked in the northern section of the field. (1) All the hangars were closed except for the southern one. All of the aircraft parked on the landing field were observed. There was no flying. The cloud base was about 500 meters, and visibility was about 7 km. A radio truck with an extended rod antenna was parked south of the east end of the runway. (3) To the east the runway points to kilometer marker 4.2 on the Jueterbog-Treuenbrietzen railroad line, and the taxiway points to kilometer marker 4.5 (4)

25X1  
25X1

25X1

25X1  
25X1

- Comments.
- (1) The twin-jet bombers probably belong to the air reconnaissance regiment which was transferred to Jueterbog-Altes Lager from Oranienburg in late December 1951. The air reconnaissance regiment was stationed in Oranienburg together with a jet bomber regiment. Only about 40 type-27 or type-30 planes were observed there; the Pe-2s and Tu-2s which were

25X1

CLASSIFICATION SECRET

CONFIDENTIAL

Document No.	10
No Change in Class.	<input type="checkbox"/>
Declassified	<input type="checkbox"/>
Class. Changed To:	TS s Q 25X1
Auth:	HR 70-2


~~CONFIDENTIAL~~

25X1

~~SECRET~~



previously assigned to the air reconnaissance regiment were not observed. It was believed that the air reconnaissance regiment in Oranienburg was being retrained with twin-jet planes. The reequipment of the air reconnaissance regiment with twin-jet planes is indicated by the fact that the bomber regiment now stationed in Brand is equipped with less twin-jet aircraft than during the period it was stationed in Oranienburg.

- (2) The aircraft are probably twin-jet planes.
- (3) Jueterbog-Altes Lager airfield is occupied by an air reconnaissance regiment and a ground attack regiment. The latter arrived from Reinsdorf on 17 November 1951. 
- (4) This information makes it possible to determine the exact courses of the runway and taxiway, the west ends of which were previously reported. The row of kilometer markers begins in Jueterbog. Kilometer marker 7.2 is located at Altes Lager railroad station.

25X1

~~CONFIDENTIAL~~

25X1

~~SECRET~~

